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CENTRAL INTELLIGENCE AGENCY

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A report on the Admiralteyskiy Shipyard and the Baltiyskiy Shipyard in Leningrad and on Odessa Shipyard No. 1 25X1 This report contains information on personnel, equipment, and production in these installations. It also contains a very brief description of a Soviet refrigerator ship being built at the Baltiyskiy Shipyard.

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DATA ON SOVIET SHIPBUILDING FACILITIES

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Baltiyskiy Shipbuilding Plant

This plant was completely destroyed during World War II and was later rebuilt with additional technological and equipment improvements.

Its personnel now numbers 5,000: men, 65 percent; women, 35 percent. Technical and administrative personnel numbers about 750, i.e., about 15 percent of the total force. Forty percent of the personnel are persons under 25 years of age.

There are two construction slips, each capable of accommodating a unit of about 50,000 tons, with a whole array of hoisting equipment, including floating cranes of up to 350 tons.

In addition to ships, this plant also produces electric motors; steam boilers; propellers; turbines; 750-horsepower auxiliary diesel motors for the production of electric current; main direct current electric motors; toothed turbines with average parameters and steam pressure at 45 atmospheres, 510 degrees Centigrade; etc.

Like all plants of this type, subject plant has a whole series of departments, the main ones being the following: (1) hull, plate, and wiredrawing department; (2) preassembly department, where ship sections are built; (3) department which assembles shell with prepared sections; (4) electric assembly department (subject plant is the only one of its kind with such a department); (5) advanced stage assembly department (takes care of ventilation facilities, etc.).

At present the plant is engaged in the construction of a refrigerator ship, with the following schools: 5 holds; length, 129 meters; beam, 16.8 meters; tonnage, 10,250 tons; draught fully loaded, 7.5 meters; speed, 16 knots; four 1,800-horsepower diesel engines, turning at 140 revolutions per minute.

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The plant is also engaged in the construction of 15-ton ice-breaker tugboats, each equipped with two 2,800-horsepower engines. The hulls of these vessels are welded and reinforced.

Before the end of this year, the keels will be laid for 50,000-ton oil tankers.

Ships are launched when 90 percent completed. That is why the plant has such powerful hoisting equipment as indicated above. Prefabricated sections are 120 tons in weight.

The concept of automation is very advanced and it is planned to develop it even further during the coming years.

It is noted that while monthly production before the war amounted to 3 to 5 tons, at present it ranges between 20,000 and 75,000 tons.

The plant is preparing to reduce the work day to 7 hours and simultaneously to increase the productive potential.

The principal and most noteworthy innovations adopted by subject plant are as follows: (1) electronic equipment for bending steel pipes and pipes made of other alloys, of any diameter and thickness (even over 300 millimeters), a method under which a piece is heated by special electric induction with consequent instantaneous bending on a mold; (2) tracing of plates by photographic reflection; (3) brazing of pipes by high-voltage electric induction; (4) drilling of plates and pipes by special electronic bombardment method; (5) brazing of various alloys by special methods; (6) cutting of plates with special electronically-controlled pirometers.

The average wage received by piece-workers during last August was 5.11 rubles per hour; in September, it came to 5.8 rubles.

The plant sends, completely free of charge, 1,300 children of its employees on vacation at pioneer homes located 70 kilometers from Leningrad.

The plant has a library containing over 50,000 volumes, on a variety of subjects, including 25,000 children's books. There are also a good orchestra and a fairly large number of actors.

Admiralteyskiy Shipbuilding Plant

This plant has a greater potential than the Baltiyskiy plant. Subject plant likewise was practically destroyed during the last war and was rebuilt with all the technical devices and improvements adopted in all such plants.

The plant employs 10,000 persons, i.e., 8,000 workmen, 700 to 800 administrative workers, and 1,200 to 1,300 technicians. Women constitute 25 to 28 percent of the total force. Forty to 45 percent of all personnel are under 25 years of age.

There are two construction slips, larger than the two at the Baltiyskiy plant.

Prefabricated sections of ships are 120 to 150 tons in weight.

At present, subject plant builds ships of the line, oil tankers, and ice-breakers. It also produces articles for small and medium industry and consumer goods.

The plant's most important shipbuilding project at the time of the visit was the construction of the atomic-powered ice-breaker Lenin. The characteristics of this ship, believed to be correct are as follows: length, 134 meters; beam, 27.2 meters; height, 16 meters; displacement, 16,000 tons; speed, 18 knots; power, 44,000 horsepower; crew, 100 men; completely air-conditioned; equipped with two propellers.

This plant's technical equipment is the same as at the Baltiyskiy plant.

It should be noted that plates are cleaned chemically.

The average monthly salary of a department head at this plant, as at all such plants in Leningrad, is 1,300 to 1,400 rubles. The average monthly salary of technicians and engineers is 1,700 rubles.

The plant spends 60,000 rubles per month to provide special dietary foods for workers who are in need of such.

The plant has an infirmary with four beds for first-aid patients.

Cases of occupational diseases are very few. In 1956 of the plant's 10,000 employees, only 20 contracted such diseases, none seriously.

Odessa Shipbuilding Plant No. 1

This plant was completely destroyed during the last war and rebuilt during the period immediately after the war. Actually, this reconstruction is still going on, both with regard to technical facilities and workers living facilities both within and without the plant area.

This plant has a technological subdivision analogous to that of all other such installations.

The personnel strength of this plant was not ascertained.

Noteworthy among the plant's most efficient departments are the following: (1) the electrical department, where very efficient switchboards are produced, among other things; (2) the carpentry department, which is very well equipped and employs 300 workers, of whom 30 percent are women; (3) the compressor department, equipped with compressors capable of producing 6 atmospheres of pressure each.

Subject plant is equipped with 25-ton cranes, which, as one can see, are much smaller than those at the other plants. This is justified by the fact that this plant does not build, but only repairs ships. However, even in repairing operations, the plant applies the prefabricated-section method, which is used throughout the USSR. These sections weigh 140 tons and are composed of four component parts for easier handling and assembly.

When work slackens at the plant, it repairs ships transferred from the east and from northern ports. The reverse occurs when the plant is overcommitted.

Wages, by worker category, are the same throughout the plant. Those who work in the floating drydocks receive 20 percent more. The plant has floating drydocks only. Large bonuses are granted when repair projects are completed ahead of schedule. In the "pipe" department, workers receive monthly bonuses ranging from 100 to 200 rubles when they exceed the work norm.

Monthly wages for the following worker categories are as follows: fourth category (galvanic baths), 1,000 to 1,100 rubles on the basis of a 6-hour work day; fifth category (pipe fitters), 950 rubles on the basis of an 8-hour work day; seventh category, 1,500 to 1,600 rubles, plus an average monthly bonus of 100 to 200 rubles.

The average monthly wage in the electrical department is 900 rubles. The head of the department receives a fixed monthly salary of 1,300 rubles, plus a seniority bonus of 350 rubles. Monthly wages for other worker categories, are as follows: sixth category (carpenters), 1,100 to 1,200 rubles on the basis of an 8-hour work day; fifth category (smiths), 1,100 to 1,200 rubles on the basis of an 8-hour work day.

A skilled lathe operator in the mechanics department receives 1,400 rubles per month.

The plant's club has placed over 100 pleasure boats at the disposal of the workers.

The plant maintains five nurseries: 3 for children who have been weaned from the bottle and 2 for infants who are still on the bottle.